

Set G

21 Oct 02

Question F54

Reference: ATPD, Page 12, Paragraph # 3.2.1.15, Title: Approach and Departure Angles

Statement: Paragraph 3.2.1.15 states, " The approach and departure angles of all models with and without kits and with and without winch, shall be a minimum of 40°."

In review of the Special Body Variants Developmental Test results from 1996, it was noted that the M1087 Expansible Van failed the approach angle at GVW (32.2°).

Question F54A: Has the design of the M1087 Expansible Van been upgraded to resolve the failed approach angle noted in the 1996 test?

REVISED Answer F54A: *No, the design of the M1087 Expansible Van has not been modified to meet the approach angle requirement.*

Question F54B: If the design has been upgraded, has this latest configuration been tested to verify compliance with the angle of approach requirement? Please provide these test results.

REVISED Answer F54B: *N/A. See Response to Question F54A above.*

Question F54C: If the approach and departure angles have not been upgraded, are the competitors required to redesign or will this be handled by an STS directive?

REVISED Answer F54C: *If the failure to meet the approach angle is caused by a change made by the Offeror to the Government provided TDP configuration, then the Offeror will be responsible to correct this deficiency. If, however, the interference is caused by a deficiency in the TDP configuration, then the Government may correct the*

deficiency through a current or future STS work initiative. It should be noted that there is no departure angle requirement for other than the basic cargo variants (M1078 and M1083).

Question F54D: If the vehicle is built to the Government supplied TDP (either not upgraded or upgraded but not tested) and a failure of the approach angle is noted during PVT testing, will this it be addressed under an STS task order, or will the ATPD performance specification (3.2.1.15) be changed to reflect the as built condition of the truck?

Answer F54D: *As stated in the response to Question F54C above, if the vehicle fails to meet the approach angle due to a deficiency in the Government supplied TDP the correction may be made under an STS work initiative.*

Question 58

Reference: SECTION C DESCRIPTION/SPECIFICATIONS/WORK STATEMENT, Page 123, Paragraph # C.1.5, Title: FMTV Technical Data Package/3D Solid Model

Statement: This paragraphs (C.1.5) states "The contractor shall submit modeling and simulation data of their changes to the M1079A1 without winch, M1085A1 without winch, XM1087A1 without winch, M1088A1 with winch, M1089A1 and M1090A1 with winch 90DAC IAW CDRL A001 DI-SEES-81000B." Contract data requirements list (CDRL) A001 states "Pro/ENGINEER solid models of contractor design changes made to baseline M1079A1 w/out winch, M1085A1 w/out winch, XM1087A1 w/out winch, M1088A1 w/ winch, M1089A1 and M1090A1 w/ winch are required no later than 90 DAC." For the variants cited here, there appears to be a discrepancy between the section C and the CRDL since modeling and simulation data is not the same as 3D solid models. Section C is asking for modeling and simulation data, CDRL A001 is asking for Pro/Engineer solid models.

Question F58A: Please confirm that it is only the simulation (NRMM/DADS) input data that is required at the 90 DAC time (section C.1.5 or CDRL A001) for the following variants: the M1079A1 without winch, M1085A1 without winch,

XM1087A1 without winch, M1088A1 with winch, M1089A1 and M1090A1 with winch?

Answer F58A: Yes, only M&S (NRMM, DADS, etc.) is expected. However, it should be noted that M&S data for the four variants for which Government baseline model data sheets have been provided (The M1078A1, M1083A1, M1088A1 and M1089A1) are due with the proposal IAW Section L.5.3 (Section L.5.3 has been revised from the 29 May 02 Contracts letter to delete the requirement for the variants that have not had Government baseline model data sheets provided.). Section C.1.5 has been revised and a new CDRL (A089) has been added to the RFP to cover the delivery of the M&S data for those variants (The M1079A1, M1085A1, M1087A1 and M1090A1). Delivery is expected to take place 90 DAC or 90 days after receipt of Government baseline model data sheets, whichever is later.

For clarification Sections C.1.5 and L.5.3 of the RFP were changed by Amendment 0004 to read as follows:

C.1.5 FMTV Technical Data Package/3D Solid Model. "The FMTV TDP, Attachment 2, is converted to Pro/Engineer 3D Solid Models. Attachment 39 contains the currently available 3D Solid Models. The Contractor shall provide 3D PRO/E solid models of the vehicles M1078A1 and M1083A1 after updating with the Contractor proposed changes within 240DAC, IAW CDRL A001, DI-SESS-81000B. The Contractor shall furnish 3D PRO/Engineer solid models of the remaining FMTV A1 CR variants after updating with Contractor proposed changes within 300 DAC award or 300 days after receipt of the Government provided 3D solid models, whichever is later, IAW CDRL A001, DI-SESS-81000B. The Contractor is not responsible for modeling components missing from the Government provided 3D solid model, unless that item has been impacted by a Contractor initiated change. It will be the Contractor's responsibility to integrate periodic Government provided updates for revised/additional components into the model. The Contractor shall submit modeling and simulation data for the M1079A1 without winch, M1085A1 without winch, XM1087A1 without winch and M1095A1 with winch 90 DAC or 90 days after receipt of Government baseline model data sheets, whichever is later, IAW CDRL A089, DI-SESS-81000B."

L.5.3.1 Modeling and Simulation Input Requirements. The Offeror is required to provide with their proposal, solid models of their design changes for all variants IAW Section L.5.2 of this RFP. In addition, 2-D drawings for all changes to all variants are required to be submitted with the proposal. The items required to support this analysis and the format for the Offerors input are described in Attachments 24 through 34, and shall be submitted with the proposals, whether changes to the initial Phase I ECP have been made or not, for evaluation. All changes shall be highlighted. Solid models and 2-D drawings shall be prepared IAW C.2.1.1.1.4, except that it is acceptable, for their proposal only, for the Offeror to provide solid models in their native solid modeling format. If Offeror uses software other than PRO/E, the Government shall be provided with one license to use the native solid modeling software on a Silicon Graphics Incorporated (SGI) workstation running IRIX-6.5. The license should allow the Government to load and run the software 30 days prior to proposal submission and should run a minimum of 30 DAC, whether they are the successful Offeror or not. In addition, all other modeling and simulation data of the proposed M1078A1 with winch, M1083A1 with winch, M1088A1 with winch, and M1089A1 with winch shall be submitted as part of Volume 4, for evaluation of FMTV A1 requirements listed in the ATPD 2131C, Attachment 1.

Question F58B: If yes, will CDRL A001 be amended?

Answer F58B: *As stated in the response to CR Question F58A above a new CDRL, A089, was added by Amendment 0004 to identify the M&S requirements. CDRL A001 was also changed by Amendment 0004, but only to remove the second sentence which contains redundant requirements. These changes were incorporated into the RFP by Amendment 0004.*

Question F59

Reference: Page 123, Paragraph # C.1.5, Title: FMTV Tech Data Package/3D Solid Model

Statement: C.1.5 describes the modeling requirements for FMTV. It goes into detail as to which models need to be modeled and the timing of when the models are due. Within

C.1.5 all variants within the FMTV family are called out as requirements along with a reference to CDRL A001.

However, if one reads CDRL A001, not all FMTV variants are mentioned here.

There appears to be a discrepancy between what is being asked for in C.1.5 and what is being asked for within the CDRL form itself.

Question F59: Can the Government provide clarification between the requirements listed in C.1.5 and CDRL A001?

Answer F59: *Clarification is provided in the revised Section C.1.5 (See response to CR Question F58A above and Amendment 0004).*

Question F81

Reference: ATPD, Page 121, Paragraph # K.3.6.1, Title: Speed Detection/Drive Alert

Statement: This paragraph requires the following feature "Sensors shall alert the truck operator by a flashing amber light whenever speed exceeds that suitable for sustained operation at tire pressures appropriate to mobility requirements." This requirement is inconsistent with the configuration of the lighted indicator display 12422186, 12422186-001 and 12422186-002 contained in the TDP provided. All three configurations of the TDP part require a green indicator/LED to be installed at position 20 (CTIS Overspeed) of the indicator display.

Question F81A:

Does the requirement for an amber indicator contained in paragraph K.3.6.1 reflect the desired configuration and if so will the baseline indicator displays be revised to reflect this configuration?

Answer F81A: *Green is the desired color for the indicator lights in question. The ATPD was revised to reflect the as-built configuration and was issued by Amendment 0004.*

Question F81B:

If paragraph K.3.6.1 is in error will it be revised in a modification to the Final RFP?

Answer F81B: Yes, see response to Question F81A above.

Question F86

Reference: Page 127, Paragraph # M.1.1, Title: Special Purpose Kits

Statement: The Final RFP indicates the Arctic Swing Fire is a current kit; however, the answer to Question 305 Set F dated 6/18/02 indicates this kit has been phased out, and modifications for the replacement heater have already been made and incorporated into the FMTV TDP. We do not have an ECP that implements a change.

Question F86A: What is the ECP number that accomplishes this change?

Answer F86A: *There was no ECP to eliminate the swingfire heater and/or its associated kit. Instead the decision was made to buy only the Webasto heater, kit number 57K1971, that is already included on the drawing.*

However, several components of the swingfire kit are still required to meet the fuel system heating requirements. These components were identified in a contract letter. A list of the required components follows:

12417696	Mounting Bracket
12421245	Electric Fuel Heater
12414419-076	Bolt
12378619-003	Switch
12414308-002	Nut
12414309-022	Bolt
12414419-092	Screw
12414473-011	Washer
12414473-013	Washer
12418124-003	Hose
12419150-001	Connector

Question F86B: What are the drawing numbers that accomplish this change?

Answer F86B: *N/A. Change was implemented by contract letter as stated in the response to Question F86A above.*

Question F86C: Are drawings that accomplish this change in the ACMS Database?

Answer F86C: *Yes, the drawings are available in ACMS.*

Question F86D: When will these drawings be made available to the competitors and how will they be transmitted?

Answer F86D: *N/A. Drawings are available in ACMS.*